

This document contains the Connecticut regulations for Boating safety. These regulations became effective on July 8, 2011. This document was prepared by the State of Connecticut Department of Energy and Environmental Protection and is provided for the convenience of the reader. This is not the official version of the regulations. The official regulations are published by the State of Connecticut, Judicial Branch, Commission on Official Legal Publications in the Connecticut Law Journal. In the event there is inconsistency between this document and the regulations as published in the Connecticut Law Journal, the Connecticut Law Journal publication will serve as the official version.

Sec. 15-121-A1. Definitions.

As used in sections 15-121-A2 to 15-140j-3, inclusive, unless the context otherwise requires:

- (a) "**Marker**" means either a floating or a fixed object to be used to aid or regulate waterway traffic. There shall be three types of markers: regulatory, navigational and special purpose.
- (b) "**Steerage speed**" means the minimum speed necessary to allow a vessel to be steered while making forward progress.
- (c) "**Bow**" means the forward half of a vessel.
- (d) "**Hull**" means the outside body of a vessel exclusive of the deck or any superstructure, masts, or rigging.
- (e) "**Emergency**" means a situation in which life, limb, or property are at imminent and serious risk.
- (f) "**Commissioner**" means the Commissioner of Environmental Protection.
- (g) "**Person**" means any individual, partnership, firm, association, corporation or other entity.
- (h) "**Town**" includes city, town, borough or any other political subdivision of the state.
- (i) "**PFD**" means personal flotation device bearing a United States Coast Guard approval number which indicates the performance type of the device.
- (j) "**Slow-No-Wake**" means that a vessel shall not produce more than a minimum wake and shall not attain speeds greater than 6 miles per hour over the ground unless a higher minimum speed is necessary to maintain steerageway when traveling with a strong current. In no case shall the wake produced by the vessel be such that it creates a danger of injury to persons, or will damage vessels or structures of any kind.
- (k) "**Federal waters**" means the navigable waters of the United States, as defined by 33 CFR 2.36(a), within the territorial limits of the state.
- (l) "**State waters**" means all waters within the territorial limits of the state except federal waters.
- (m) "**Waters of the state**" means all waters, including federal waters, within the territorial limits of the state.
- (n) "**Marine dealer**" means a person engaged in the business of manufacturing, selling or repairing new or used vessels.
- (o) "**Marine engine manufacturer**" means a person engaged in the business of manufacturing, selling or repairing marine engines.
- (p) "**Marine surveyor**" means a person who is certified by the National Association of Marine Surveyors or accredited by the Society of Accredited Marine Surveyors and who is engaged in the business of inspection, survey or examination of vessels or associated equipment to assess, monitor and report on the condition of the vessel or associated equipment.

Sec. 15-121-A2. Regulatory markers.

- (a) There shall be two types of regulatory markers, three dimensional markers and two dimensional markers. For the purpose of sections 15-121-A3 to 15-121-A5, inclusive, a three dimensional marker shall be called a buoy and a two dimensional marker

shall be called a beacon. Regulatory markers shall be of a size, shape, color and materials as designated in this section and approved by the commissioner upon application.

- (b) A regulatory buoy shall be cylindrical in shape above its waterline. Colors on the buoy shall be white and reflective international orange. Two horizontal bands of reflective international orange shall be placed on the buoy, one at the top and one near the bottom but above the waterline, each being a minimum of three inches in width. The area in between these two bands shall be white, and shall contain the appropriate symbol of the regulation specified in subsection (d) of this section.
- (c) A regulatory beacon shall be square or rectangular in silhouette. A band of reflective international orange of at least three inches shall form the outside border of the beacon. The area within the border shall be white, and shall contain the appropriate symbol of regulation specified in subsection (d) of this section.
- (d) The appropriate symbol of regulation, in reflective international orange color, shall be centered on the white portion of a regulatory buoy or beacon as follows:
 - (1) a vertical open-faced diamond to mean danger;
 - (2) a vertical open-faced diamond having a cross in its center meaning that vessels are excluded absolutely from the marked area;
 - (3) an open-faced circle meaning that a vessel operated within the marked area is subject to certain operating restrictions;
 - (4) a square or rectangle with lettering on the inside giving directions or information.
- (e) Numbers, letters and words shall be used on both regulatory buoys and regulatory beacons and may state the statutory or regulatory authority of or clarify the specific meaning of the marker. Such numbers, letters and words shall be black, of plain block style, well proportioned and of sufficient size to be visible from one hundred feet. When letters are used to identify regulatory markers, the identifying letters shall follow alphabetical sequence and the letters I and O shall be omitted to prevent confusion with numbers.

Sec. 15-121-A3. Special purpose markers.

- (a) Anchorage or mooring area buoy. An anchorage or mooring area buoy shall designate areas where boats may be anchored or moored. An anchorage or mooring area buoy shall be white, except that yellow buoys shall be used to mark quarantine anchorage areas. White buoys with a clearly visible horizontal blue band around the circumference of the buoy centered midway between the top of the buoy and the waterline shall be used to mark individual vessel moorings.
- (b) Diver's flag. A diver shall mark his position with a diver's flag. The diver's flag shall be two sided and shall be of stiff material or fitted with stiffener(s) or batten(s) so that it remains unfurled. It shall consist of a red background not less than thirteen inches in height by fifteen inches in width with a white diagonal stripe not less than three inches in width running downward from the top corner of the flag where attached to the staff to the opposite lower corner. On flags so used to indicate the

presence of a submerged diver between sunset and sunrise, the white diagonal stripe shall be of reflectorized material. The diver's flag shall be made of nylon, plastic, or other waterproof material and shall be supported by a stiff mast not less than twenty inches in length. Each mast shall be fixed to the boat from which divers are operating or to a float of sufficient size and stability to support the masted flag in a vertical upright position.

- (c) Not more than four persons shall use the same diver's flag simultaneously, except when engaged in underwater swimming or diving from an anchored vessel displaying such flag in which case the number of persons using the same flag shall be limited to the legal capacity of such vessel.

Sec. 15-121-A4. Navigational markers.

- (a) **Construction.** Navigational markers shall be buoys or beacons lighted or unlighted and whose size, shape, color and material are as designated in this section and approved by the Commissioner upon application.

- (b) **Colors and purposes.**

- (1) **Well defined channels.** Solid-green and solid-red colored buoys indicate well-defined channels. A red and a green buoy shall be installed at both ends of the channel. Any staggering of the green and red buoys shall be limited to instances where they are close enough together to eliminate any possible confusion, and they shall be installed in conformity with the buoys at the beginning of the channel. If numbers are used, such numbers shall be colored white and may be reflectorized. Odd numbers shall be used on green buoys and even numbers on red buoys. To distinguish the state uniform system from the federal lateral system, all numbered state uniform system navigational marker buoys shall have the prefix CT before the number. In cases where there are no numbers, the letters CT shall be painted white.
 - (2) **Channels not well-defined.** Where there is no well-defined channel, or where the obstruction is of such a nature or in such a location that it can be approached from more than one direction, a cardinal system shall be used, by using a white colored buoy with a red top or a white buoy with a green top, the width of the top color to be approximately one third of the portion of the buoy showing above the water level. Navigation shall be to the south or west of the red-topped buoys, and to the north or east of the green-topped buoys. Numbers may be used on these buoys. If numbers are used, they shall be colored white and may be reflectorized and shall be placed in the top portion of the buoy. Odd numbers shall be used on green-topped buoys and even numbers on red-topped buoys. This subdivision pertains to state waters only.
 - (3) **Reflectorized material.** If reflectorized material or reflectors are used, the reflective color red shall be used on solid-red colored buoys and the reflective color green shall be used on solid-green colored buoys except where numbers are painted, in which case, the number's reflective color shall be white. All other buoys used in the cardinal system may have silver or white reflectors or reflectorized material.

- (4) **Navigational lights.** All navigational lights shall be flashing; the color of the light lens shall be red for solid-red colored buoys, green for solid-green colored buoys and white for all other buoys.
- (5) **Lights on bridges.** All lights on bridges shall be fixed red lights marking the edges of the safe channel with a single fixed green light placed over the center of the safe channel to indicate maximum vertical clearance at that point.

Sec. 15-121-A5. Permission required to place markers.

- (a) No person or town, shall place any regulatory or navigational marker except as authorized in this section.
- (b) Any town desiring to place any regulatory or navigational marker in waters within its jurisdiction shall apply to the commissioner for authorization to place said markers.
- (c) Any person desiring to place any regulatory or navigational marker shall apply to the commissioner for authorization to place said marker after having obtained signed approval from the chief executive authority of the town or designated lake authority in which said marker will be placed.
- (d) Application for any such authorization shall be made on forms provided by the commissioner. A detailed map or drawing to a scale which readily depicts the marked area and its surroundings and shows the proposed location of each marker and its relation to nearby shores, channels and water traffic patterns shall accompany the application.
- (e) Criteria for authorization shall include:
 - (1) signed approval from the chief executive authority of the town or designated lake authority in which said marker will be placed;
 - (2) completeness, accuracy and detail of the application form;
 - (3) demonstrated need for the proposed markers;
 - (4) public safety considerations;
 - (5) environmental impact considerations;
 - (6) review for possible conflicts with various water use groups;
 - (7) visibility and durability of proposed markers;
 - (8) conformity with existing authorizations; and
 - (9) consistency with federal, state and local law.
- (f) The commissioner may impose whatever conditions he deems necessary regarding an application for placement of regulatory or navigational markers pursuant to this section. If authorization from the commissioner has been granted, said markers shall be deemed lawfully placed, provided said markers are placed subject to any conditions set forth therein and in the manner specified by the authorization. If the commissioner finds authorized markers to be an obstruction or menace to navigation or a hindrance to public use of waters, he may revoke the authorization.

Sec. 15-121-A6. Marine parades, regattas, races, tournaments and exhibitions.

- (a) No marine parade, regatta, race, tournament, exhibition or other activity requiring exclusive use of a specified portion of a water body, use of a state boating access area, or modification or suspension of the statutory and regulatory requirements and restrictions set forth in subsection (c) of this section, shall be permitted on state waters except as authorized by a permit issued by the commissioner. A permit shall not be required, however, for a tournament authorized by a permit issued by the commissioner under section 26-112-42 of the Regulations of Connecticut State Agencies. The discharge of pyrotechnic displays where any part of the shooting platform or the spent shell safety fallout zone is over state waters shall be considered an exhibition.
- (b) In accordance with 33 CFR Part 100, the commissioner may issue a permit for a marine parade, regatta, race, tournament, exhibition or other activity identified in subsection (a) of this section on federal waters, provided the United States Coast Guard has not approved or denied an application for such marine parade, regatta, race, tournament, exhibition or other activity identified in subsection (a) of this section. A marine parade, regatta, race, tournament, exhibition or other activity identified in subsection (a) of this section on federal waters requiring use of a state boating access area shall require a permit issued by the commissioner for authorization for such use.
- (c) The commissioner may modify or suspend during a marine parade, regatta, race, tournament, exhibition or other activity identified in subsection (a) of this section the following statutory and regulatory requirements and restrictions:
 - (1) Numbering requirements may be modified or suspended pursuant to subdivision (5) of subsection (a) of section 15-143 of the Connecticut General Statutes.
 - (2) Safety devices and equipment requirements may be modified or suspended pursuant to section 15-130 of the Connecticut General Statutes.
 - (3) Waterskiing requirements may be modified or suspended pursuant to subsection (e) of section 15-134 of the Connecticut General Statutes.
 - (4) Speed and use restrictions may be suspended or modified pursuant to subsection (b) of section 15-121-B18 of the Regulations of Connecticut State Agencies.
- (d) The person requesting permission to hold a marine parade, regatta, race, tournament, exhibition or other activity identified in subsection (a) of this section shall make application in duplicate on forms provided by the commissioner at least forty-five days prior to the date of the proposed event and shall provide the following information on the application:
 - (1) The name and address of organization holding the event;
 - (2) the nature and purpose of the event;
 - (3) information as to general public interest;
 - (4) the estimated number and types of spectator watercraft;

- (5) the time schedule and a description of events, with times that nonparticipating craft will be allowed to enter the area;
 - (6) a chart or drawing showing the boundaries of the event and various watercourses or areas to be utilized by participants, officials, and spectator craft;
 - (7) an explanation of the system used to mark off the area;
 - (8) approval of the town official in charge of enforcement or the town official's designee who shall provide the event with patrols as he deems necessary; and
 - (9) any desired modification or suspension of regulations mentioned above with the reasons for the request.
- (e) The person obtaining permission to hold such event shall be responsible for safety in the event area and shall display during the event such warning flags or other marine event warning devices as specified in the permit so that at least one will be seen by all the nonparticipating watercraft. Marine event warning devices shall meet the following specifications:
- (1) **Marine event warning flags:** Each warning flag shall be orange in color and shall measure 24 inches by 24 inches. Each flag shall be made of nylon, plastic, or other waterproof material and shall be supported by a fiberglass mast not less than 48 inches nor more than 72 inches in length. Each mast shall be fixed to a float of styrofoam or similar flotation material orange in color and of sufficient size and stability to support the masted flag in a vertical upright position. Such marker shall be placed and held in its authorized location by the use of an anchor and line. Such anchor shall be made of concrete or metal and the anchor line shall be of sufficient length and tensile strength to insure restricted marker movement and retrieval of the anchor.
 - (2) **Marine event warning buoys:** Each warning buoy shall be orange in color and cylindrical in shape. The minimum dimensions for each buoy shall be 9 inches in diameter and 60 inches in height with at least 36 inches exposure above the surface of the water. Each buoy shall be constructed of foam filled plastic or air inflated rubber or vinyl material sufficiently strong to resist puncture and abrasion during normal use. Anchoring of each buoy shall be by the same method and materials as specified in subdivision (1) of this subsection.
 - (3) **Marine event fixed warning signs:** Fixed warning signs may be substituted for floating marine event warning devices during marine events such as canoe races, kayak races, raft races, and similar events when such events are held on a river or stream not more than 100 feet wide or when the use of floating warning devices described in subdivisions (1) and (2) of this subsection is not practicable, provided that no such fixed warning signs shall be placed in the water but must be placed on shore or securely suspended on a line at least 15 feet above the water at midstream. Fixed warning signs shall be not less than

2 feet square nor more than 3 feet square, shall be constructed of 3/8 inch exterior grade plywood and shall be painted orange on both sides with the words "MARINE EVENT IN PROGRESS" in block style black letters at least 3 inches in height on the side which faces water traffic entering the event area.

(4) **Night Events:** Marine event warning devices authorized for night events shall be the same as described in subdivisions (1), (2) and (3) of this subsection, except that they shall incorporate reflectorized materials as follows:

- (A) Warning flags. A 2 inch wide orange reflectorized band along the entire perimeter of the flag on both sides of the flag.
- (B) Warning buoys. A 2 inch wide orange reflectorized band around the buoy at its top and a second 2 inch wide orange reflectorized band around the buoy 12 inches below the top band.
- (C) Fixed warning signs. A 2 inch wide orange reflectorized band along the entire perimeter of the sign on both sides of the sign.

(f) Nonparticipating watercraft shall not enter the event area while the marine event warning devices described in subsection (e) of this section are displayed except that the official in charge of the event may allow nonparticipating watercraft to enter the event area at such times that will not interfere with the progress of the event or its participants.

Sec. 15-121-A6a. **Races, regattas and water-carnivals.** Section 15-121-A6a is repealed.

Sec. 15-121-A7. **Reportable Boating Accidents.**

A boating accident occurs when a vessel or its equipment is damaged or involved in the injury, death, or unexplained disappearance of any person on board. A boating accident includes, but is not limited to, capsizing, collision, foundering, flooding, fire, explosion and the disappearance of a vessel otherwise than by theft.

Sec. 15-121-A8. **Reporting of boating accidents.**

(a) A written report on forms provided by the department is required to be submitted to the department as prescribed by Section 15-149a of the General Statutes, whenever any one or more of the following occurs on board, or involves any vessel:

- (1) the death of any person from whatever cause;
- (2) the disappearance of any person from on board ;
- (3) the injury of any person sufficient to require medical attention;
- (4) loss or damage to property of any kind, including the vessel, in an amount of more than five hundred dollars.

(b) Every written report of a boating accident shall contain the following information:

- (1) the numbers and/or names of the vessels involved;

- (2) the precise location where the accident occurred;
- (3) the date and the time;
- (4) the weather and water conditions, including temperatures;
- (5) how conditions compared with the forecast;
- (6) the name, address, telephone number, age, date of birth, formal boating safety instruction and boating experience of the operator of the reporting vessel, the name, address and telephone number of the owner of the reporting vessel and whether such vessel was rented;
- (7) the names, addresses, and telephone numbers of the operators and owners of other vessels or other property involved;
- (8) the names, addresses and telephone numbers of at least three witnesses, if known;
- (9) the names, addresses and dates of birth of all persons killed or injured;
- (10) the nature and extent of injury to any person;
- (11) description of damage to any property, including vessels, and estimated cost of repairs;
- (12) a complete description of the accident, including opinions as to causes;
- (13) whether those killed knew how to swim and their cause of death;
- (14) the make, model, year built, hull identification number, construction material, type, length, width, depth, propulsion, number of engines and their horsepower, engine make and year, engine fuel type, and number of persons on board the reporting vessel;
- (15) information concerning carriage and availability of safety equipment;
- (16) information concerning alcohol and drug use aboard vessels involved;
- (17) the signature, address, telephone number, date of submission, and qualification of the person completing the report.

Sec. 15-121-A8a. Immediate Notification of Death or Disappearance

- (a) When as a result of an occurrence that involves a vessel or its equipment, a person dies or disappears from a vessel, the operator shall, without delay, by the quickest means available, notify the Law Enforcement Unit, Department of Environmental Protection, State Office Building, Hartford, Connecticut 06115, of
 - (1) the date, time and exact location of the occurrence;
 - (2) the name of each person who died or disappeared;
 - (3) the number and name of the vessel and
 - (4) the names and addresses of the owner and operator.
- (b) When the operator of a vessel cannot give the notice required by paragraph (a) of this section, each person on board the vessel shall notify the Department of Environmental Protection, Law Enforcement Unit, or determine that notice has been given.

Sec. 15-121-A9. Requirements when waterskiing.

(a) A water-skier, his observer, and the boat operator shall use the following hand signals for communications:

- Faster: thumb pointing upward
- Slower: thumb pointing downward
- Speed O.K.: Arm upraised with thumb and finger forming circle
- Right Turn: Arm outstretched, pointing right
- Left Turn: Arm outstretched, pointing left
- Return to Drop-Off Area: pat on the head with an open hand
- Cut Motor: Finger drawn across throat
- Stop: Hand drawn across throat
- Skier O.K. After Fall: Hands clenched overhead
- Pick Me Up or "Watch Out Fallen Skier!": One ski extended vertically out of the water

(b) No person shall operate a vessel towing a water-skier without an observer present on the vessel who shall assist the operator and monitor the progress of the water-skier. The observer shall be designated by the operator of the vessel and shall be at least twelve years of age.

(c) No person shall stand or sit either on the bow or gunwales of a vessel which is towing a water-skier except in an emergency.

(d) Each water-skier shall wear a U.S. Coast Guard approved Type I, II, III or V personal flotation device, and no vessel operator shall tow a water-skier who is not wearing such a device. Notwithstanding the foregoing, no person shall use an inflatable personal flotation device to meet the PFD requirements of this section.

(1) This subsection shall not apply to skiers engaged in barefoot waterskiing who wear a barefoot wetsuit designed specifically for such activity.

(2) This subsection shall not apply to skiers engaged in trick waterskiing whose movements would be restricted or impeded by the bulk of a personal flotation device. For purposes of this subsection, a trick water-skier means a water-skier whose equipment and activities have all of the following characteristics:

(A) Type of skis: for standard double trick skis, length of no more than 46 inches and width of at least 8 inches, with no keels on bottom; for single trick ski boards, length of no more than 56 inches and width of at least 22 inches, with no keel on bottom;

(B) speed of tow no more than 20 miles per hour; and

(C) tow rope no longer than 50 feet.

(3) The operator of a vessel towing a trick water-skier or barefoot water-skier shall make a U.S. Coast Guard approved personal flotation device readily available aboard the tow vessel for each such skier who elects not to wear such a device while skiing.

- (e) No person shall operate a vessel towing a person or persons on an inner tube unless such inner tube is fitted with permanent handholds or with a covering with permanent handholds.
- (f) No person shall operate a vessel towing a water-skier from one half hour after sunset until sunrise or when weather conditions restrict normal visibility to less than one hundred yards.
- (g) (1) Kite-skiing or parasailing will be permitted on all waters where unlimited waterskiing activity is permitted. Both are prohibited on waters where waterskiing is prohibited or subject to special regulation.

(2) Nothing in the above shall be interpreted as allowing kite-skiing or parasailing on any water when boating pressure by other users makes these activities imprudent because of risks involved.

(3) Kite-skiers and parasailers shall not fly over or under overhead obstructions such as power and telephone lines, bridges; nor shall they fly over dams, locks, docks, launching ramps, swim areas, marinas or congested areas.
- (h) Except as authorized through a marine event permit issued by the commissioner, no person shall operate a vessel towing a water-skier with a tow line greater than one hundred feet in length, measured from the vessel tow-post to the water-skier's tow handle, and no part of any such tow line shall include an elastic component, such as a bungy cord, rubber band or similar material which readily extends the length of the tow line.
- (i) No person shall operate a vessel with a rigid metal tow pole, commonly used in barefoot skiing, with the pole at a right angle to the tow vessel, unless the vessel is engaged in towing a water-skier from the tow pole or from the stern and at least one person on board the vessel is using the tow pole for training. When the vessel is not engaged in towing a water-skier or no one on board the vessel is using the tow pole for training, the tow pole may remain on the vessel, provided the operator of such vessel ensures that it is dismantled or folded so that it is inside of the gunwale and parallel to the centerline of the vessel.

Sec. 15-121-A10. Self-propelled water-skis or surf boards prohibited. Operation of wing-in-ground effect vessels restricted.

- (a) No person shall operate a self-propelled water-ski or surf board on the waters of the state. For the purpose of this regulation, a self-propelled water-ski or surf board is a vessel propelled by machinery, which:
 - (1) Has a width not greater than twenty-four inches, or
 - (2) Is capable of carrying at least one individual who while operating the vessel, has no means of steerage other than by shifting his or her body weight.
- (b) No person shall operate any device on the waters of the state, which tows a waterskier who controls the direction and speed of the motorized towing device using remote control lines.

- (c) No person shall operate a wing-in-ground effect vessel on or over waters of this state unless approval is granted by the Commissioner for recreational operation or from the United States Coast Guard, Captain of the Port for research and development or commercial operations. For the purposes of this subsection a "wing-in-ground effect vessel" is a vessel that is capable of operating completely above the surface of the water on a dynamic cushion created by aerodynamic lift due to the ground effect between the vessel and the water surface.

Sec. 15-121-A11. Personal flotation devices (PFD).

- (a) On and after the effective date of this regulation, unless otherwise provided in this section or Section 15-121-A13, no person shall operate a vessel 16 feet or over in length, except for a canoe or kayak, unless there is at least one Type I, II, or III (wearable) personal flotation device (PFD) for each person on board said vessel and one Type IV (throwable) PFD on board said vessel. No person shall operate a canoe or kayak of any length or any vessel less than 16 feet in length, unless there is at least one Type I, II or III (wearable) PFD for each person on board said vessel. In addition to the requirements of this subsection, any person who operates a canoe of any length shall also comply with the provisions of Section 15-121-A17.
- (b) A Type V PFD may be carried in lieu of any PFD required by this section provided:
- (1) The approval label on the Type V PFD indicates that the device is approved by the United States Coast Guard:
 - (A) For the activity for which the vessel is being used; or
 - (B) As a substitute for a PFD of the type required by this section on the vessel in use; and
 - (2) The PFD is used in accordance with any requirements of its approval label; and
 - (3) The PFD is used in accordance with the manufacturer's requirements specified in the owner's manual for such PFD, if its approval label makes reference to such a manual.
- (c) No person shall operate a vessel unless each personal flotation device required by subsection (a) of this section is:
- (1) In serviceable condition;
 - (2) Identified by a label bearing a description and an approval number demonstrating that such device has been approved by the United States Coast Guard;
 - (3) Of an appropriate size for the person (child or adult) for whom it is intended;
 - (4) In the case of any Type I, II or III PFD, readily accessible aboard the vessel;
 - (5) In the case of any Type IV PFD, immediately available for use.

- (d) No person on board a vessel of the United States operated by foreign competitors while practicing for or racing in competition, shall be required to have on board said vessel any type of PFD required by this section, provided there is on board said vessel one of the sponsoring foreign country's acceptable flotation device for each foreign competitor on board. For purposes of this subsection, "a vessel of the United States" shall mean any vessel which must be registered or documented in the United States or if the vessel does not need to be registered or documented is owned by a person who is a citizen of the United States.

Sec. 15-121-A12. Fire extinguishers

(a) Fire extinguisher requirements are:

- (1) All inboards must have fire extinguishers or a fixed extinguishing system.
- (2) All outboards over 26 feet must have fire extinguishers or a fixed extinguishing system.
- (3) All outboards under 26 feet must carry fire extinguishers if one or more of the following conditions exist:
 - (A) Closed compartment under thwarts and seats wherein portable fuel tanks may be stored.
 - (B) Double bottoms not sealed to the hull or which are not completely filled with flotation material.
 - (C) Closed living spaces.
 - (D) Closed stowage compartments in which combustible or flammable materials are stowed.
 - (E) Permanently installed fuel tanks.
- (4) The following conditions do not, in themselves, require that fire extinguishers be carried: These exemptions apply only to outboards less than 26 feet.
 - (A) Bait wells
 - (B) Glove compartments
 - (C) Buoyancy flotation material
 - (D) Open slatted flooring
 - (E) Ice chests
- (5) The number of approved extinguishers required depends upon the class (or length) of the motorboat. One B-II or UL6:B extinguisher may be substituted for two B-I or UL5:B extinguishers. When the engine compartment of the motorboat is equipped with a fixed (built-in) extinguishing system of an approved type, one less B-I or UL5:B extinguisher is required.

| Classification (type-size) | Foam (minimum gallons) | Carbon Dioxide (minimum pounds) | Dry Chemical (minimum pounds) | Halon (minimum pounds) |
|-------------------------------|------------------------------|--|--|------------------------------|
| B-I or UL5:B | 1¼ | 4 | 2 | 2½ |

Note: Carbon tetrachloride extinguishers and others of the toxic vaporizing-liquid type such as chlorobromethane are no longer approved and are not accepted as required fire extinguishers.

(b) Type and number of fire extinguishers required: If a vessel is required by subsection 15-121-A12(a) to have fire extinguisher(s), one B-I or UL5:B extinguisher is required if vessel is less than 26 feet in length, two B-I or UL5:B extinguishers or equivalent if vessel is between 26 and less than 40 feet, and three B-I or UL5:B extinguishers or equivalent if vessel is between 40 and less than 65 feet:

(c) Acceptable charge for fire extinguishers:

(1) CO2 charge must be within 10% of net weight.

(2) Dry chemical stored pressure extinguishers (both dry chemical and expellent gas in single chamber) will not be approved if manufactured after 1 June 1965 unless there is a visual pressure indicator. Those formerly approved are acceptable, if in good and serviceable condition, which means:

(A) Inspection record tag on extinguisher shows charge was within required weight limitations (¼ oz.) within past six months.

(B) If outer seal is broken, a frangible disc is ruptured, it is not acceptable.

(C) If it evidences damage, use, or leakage, it is not acceptable.

(3) Dry chemical stored pressure fitted with visual indicator must show that it is within an acceptable charge range. (indicator only shows propellant charge.)

(4) Chemical foam must meet the following criterion:

(A) Evidence of servicing within past year.

(B) Container and inner bottle filled.

(C) Hole in stopple clear of obstructions.

(D) Hose in good condition.

(5) Halon: Weight in accordance with instructions on the extinguishers.

(6) Fixed systems: Must be CO2 or Halon; remote controls shall be accessible and in serviceable condition.

Sec. 15-121-A13. Personal flotation devices for manually propelled racing vessels.

(a) Racing shell, rowing scull, racing canoe, or racing kayak as used in this section means a manually propelled vessel that is recognized by national and international associations for use in competitive racing and one in which all occupants row, scull, or paddle with the exception of the coxswain, if one is provided, and is not designed to carry and does not carry any equipment not used solely for competitive racing.

(b) No person on board a racing shell, rowing scull, racing canoe, or racing kayak shall be required to carry any PFD on board, provided any such vessel shall be

accompanied at all times by an escort vessel. Each escort vessel shall accompany no more than three vessels at a time and shall keep the escorted vessels in sight at all times, without the use of artificial devices other than eyeglasses. The requirement to use an escort vessel shall not apply to any organized race event when race organizers have taken steps to provide for the safety of such participants, provided the organizer of such event shall give a written explanation of participant safety provisions to the commissioner at least thirty days in advance of the event, and the commissioner approves such provisions in writing before the event.

Sec. 15-121-A14. Rules for safe operation

- (a) No operator of a vessel under power shall allow any person to be on a decked-over bow of such vessel while underway unless the bow of the vessel is equipped with a handrail that encompasses the bow, and all persons on the bow are inward of such handrail. On vessels under power with open bows not decked over, no operator shall allow any person to sit or stand on the gunwale at the bow of such vessel while underway. The provisions of this subsection shall not apply to persons in or on the bow of vessels engaged in anchoring, mooring, or docking activities and proceeding at dead slow speed.
- (b) No operator of a vessel under power shall allow any person in or on the bow of such vessel to hang any portion of the body beyond the handrail or outside the vessel over the top of the gunwale while underway, except when proceeding at dead slow speed.

Sec. 15-121-A15. Personal watercraft safety restrictions.

- (a) The use of personal watercraft, as defined in section 15-140j of the Connecticut General Statutes, shall be subject to the following operation restrictions:
 - (1) All persons aboard personal watercraft shall wear a United States Coast Guard approved Type I, II, III or V personal flotation device and no operator of a personal watercraft shall allow any person who is not wearing a PFD to be aboard such personal watercraft. No person aboard a personal watercraft shall use an inflatable personal flotation device to meet the PFD requirements of this section.
 - (2) No person shall operate a personal watercraft, or be on board or towed by personal watercraft operated by another, between sunset and sunrise.
 - (3) No person shall operate a personal watercraft towing a water-skier and no person shall water-ski while being towed by a personal watercraft, except under the following conditions:
 - (A) The personal watercraft towing a water-skier shall have:
 - i. A capacity label permanently affixed by its manufacturer on the personal watercraft indicating that the vessel is designed for and capable of carrying at least two persons in addition to the operator;
 - ii. a minimum length overall of 119 inches, a minimum width overall of 46 inches and a minimum horizontal seat surface length of 39 inches for

three person capacity. For personal watercraft with greater than a three person capacity noted on the capacity label affixed to the personal watercraft by its manufacturer, for each additional person the minimum horizontal seat length must be increased by at least 13 inches; and

iii. handholds at or near the rear of the seat suitable for use by a rearward-facing observer to conveniently hold on to with two hands.

(B) whenever a skier is being towed, there shall be an observer, who is at least twelve years old, other than the operator, onboard the personal watercraft towing such water-skier, who shall face the skier at all times;

(C) the number of persons on board the personal watercraft towing a water-skier added together with the number of water-skiers being towed shall not exceed the "persons" carrying capacity, as indicated on the capacity label permanently affixed to the personal watercraft by its manufacturer; and

(D) the operator of a personal watercraft towing a water-skier and the skier being towed shall, in addition to the requirements of this section, comply with all provisions of section 15-134 of the Connecticut General Statutes and section 15-121-A9 of the Regulations of Connecticut State Agencies.

(4) No person shall operate a personal watercraft at a speed in excess of Slow - No - Wake within two hundred feet of shore, or of a dock, pier, float or anchored or moored vessel, unless said personal watercraft is approaching such float, dock or shore for the purpose of enabling a person engaged in waterskiing to take off or land.

(5) No person operating a personal watercraft shall cross or jump the wake of another vessel, when within one hundred feet of the vessel creating such wake, in such a manner that the hull of the personal watercraft jumping the wake completely leaves the water.

(6) No person less than sixteen years of age, who has not been issued a certificate of personal watercraft operation on or before March 9, 2004, shall operate a personal watercraft without the onboard supervision of a person who is at least eighteen years of age and in possession of a certificate of personal watercraft operation.

(7) No person shall operate a personal watercraft equipped by its manufacturer with a device for shutting off the engine, known as a "shut-off lanyard", unless such device is attached via a lanyard to the operator, his clothing, or his personal flotation device in a manner which will shut off the engine in the event the operator is ejected from the personal watercraft while underway.

(b) Any operator of a vessel less than sixteen feet in length designed so that the operator and passengers ride on the outside surface of the vessel as opposed to riding inside the vessel, and in which the operator and passenger may in the normal course of use fall overboard, and which has an internal combustion engine powering a propeller as its primary source of motor propulsion shall be subject to the

restrictions in subsection (a) of this section. Any such operator shall in addition have his vessel equipped with a device for shutting off the engine, known as a "shut-off lanyard", which device shall be attached via a lanyard to the operator, his clothing or his personal flotation device in a manner which will shut off the engine in the event the operator is ejected from the vessel while underway.

Sec. 15-121-A16. Posting methods for regulations and local ordinances

In the case of any regulation or municipal ordinance respecting the operation of vessels adopted pursuant to Section 15-136 of the General Statutes, which regulation or ordinance has not been published and distributed in pamphlet form on or before the first day of April in accordance with the provisions of Section 15-138 of the General Statutes, the adopting authority shall post each affected water body with signs as follows:

- (a) Signs shall be posted in a manner and at locations such that the signs are likely to come to the attention of boaters. For a regulation or ordinance affecting a lake or pond, signs concerning such regulation or ordinance shall be posted at every location where public access by boat to such lake or pond is available. For a regulation or ordinance affecting a river or tidal water, a sign or signs concerning such regulation or ordinance shall be posted at every location where public access by boat to such river or tidal water is available when such location is within five miles of the affected water body or portion thereof.
- (b) Each sign shall be no smaller than eleven inches in width and fifteen inches in height.
- (c) Each sign shall be made of plastic or other waterproof material.
- (d) At the top of each sign shall be the words, "notice: new boating regulation" or "notice: new boating ordinance", as appropriate, in letters at least one inch in height. The word "notice" shall be on a separate top line. All other letters and numerals on the sign shall be at least three eighths inch in height. The sign shall include the actual text of the regulation or ordinance or a summary of such regulation or ordinance, as well as the words, "posted in accordance with Section 15-138 of the Connecticut General Statutes", which words shall be printed at the bottom of each sign.

Sec. 15-121-A17. Personal flotation devices for manually propelled vessels.

During the period from October first through May thirty-first all persons aboard a manually propelled vessel shall wear a Type I, II, III, V or V Hybrid United States Coast Guard approved personal flotation device of appropriate size and in serviceable condition. Except as provided in subsection (b) of section 15-121-A13 of the Regulations of Connecticut State Agencies, no operator, owner or user of said manually propelled vessel shall allow any person to be aboard who is not wearing such a device.

Sec. 15-121-A18. Public Safety Light.

Vessels engaged in government sanctioned public safety activities, and commercial vessels performing similar functions, may display an alternately flashing red and yellow light signal. This identification light signal must be located so that it does not interfere with the

visibility of the vessel's navigation lights. This identification light signal may be used only as an identification signal and conveys no special privilege to the vessel. Public safety activities include but are not limited to patrolling marine events or regattas; traffic control; salvage; firefighting; medical assistance; assisting disabled vessels; and search and rescue. The public safety light is not a towing light. The light fixture shall be a standard police type beacon, with clear, weatherproof lens over a pair of rotating lights; one red and the other yellow. The lights shall rotate between 70 and 100 revolutions per minute.

Sec. 15-121-A19. Marine Safety and Security Zones

(a) As used in this section:

- (1) "Safety zone" means a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion; temporary zones may be established by the commissioner, permanent zones, by the United States Coast Guard under 33CFR 165, et seq.;
- (2) "Security zone" means an area of land, water, or land and water which is so designated under 33 CFR 165, et seq. by the Captain of the Port or District Commander of the United States Coast Guard for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the state; and
- (3) "Regulated navigation area" means a water area within a defined boundary under 33 CFR 165, et seq., for which regulations for vessels navigating within the area have been established under 33 CFR 165, et seq.

- (b) The commissioner may, when necessary for the safety of the public or protection of the environment, establish temporary marine safety zones on the waters of this state for the purposes of restricting vessel traffic.
- (c) As described in this section, a temporary marine safety zone shall not exist for longer than seventy-two (72) consecutive hours. Only in the event of an environmental disaster, marine disaster or public safety emergency shall the commissioner have the authority to extend the zone beyond seventy-two (72) hours.
- (d) No person shall operate, allow the operation of a vessel or anchor any vessel on the waters of the state within a zone established under subsection (b) of this section or within a marine safety or security zone or a regulated navigational area established by the United States Coast Guard under 33 CFR 165, et seq., as amended from time to time.
- (e) This section shall not apply to vessels used exclusively by municipal, state or federal agencies, or security vessels authorized by the United States Coast Guard Captain of the Port, Long Island Sound.